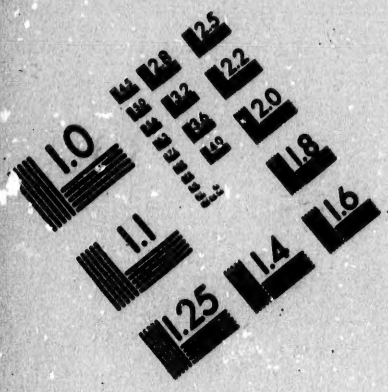

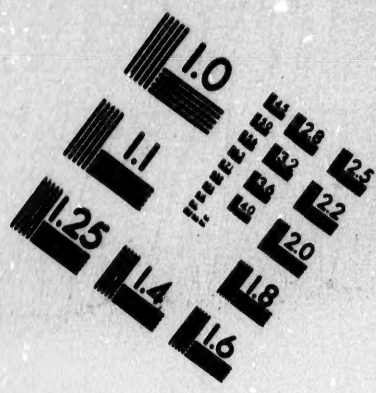

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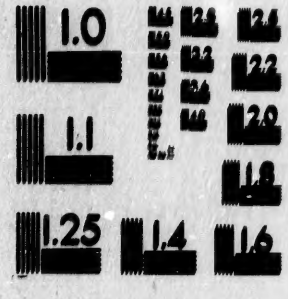

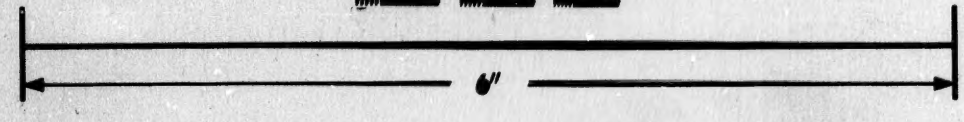

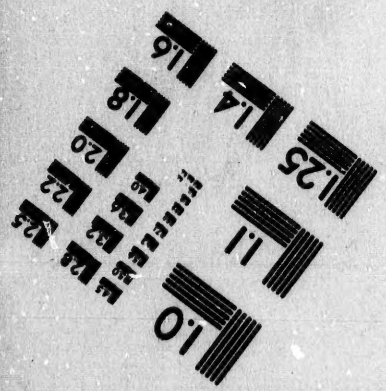

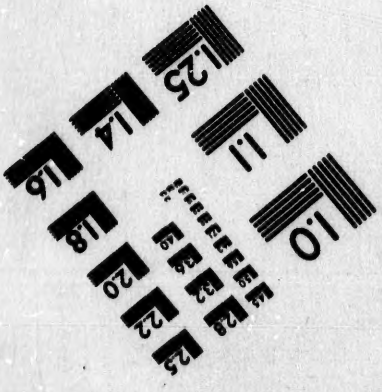

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THE

STRANGER'S GUIDE

THROUGH THE

CITY OF MONTREAL,

WITH ENGRAVINGS OF PUBLIC BUILDINGS, CHURCHES, COLLEGES, &c., TOGETHER WITH

THE GREAT VICTORIA BRIDGE.

PRESENTED TO THE GUESTS OF

THE OTTAWA HOTEL,

BY

S. BROWNING, Proprietor.

MONTREAL:
PRINTED BY SALTER & ROSS, ST. JAMES STREET.

1859

THE

OTTAWA HOTEL,

Great St. James Street, Montreal.

The proprietor of this well known Hotel takes this opportunity of announcing to travellers, that extensive alterations and improvements having recently been made throughout the house, he is now prepared to accommodate, comfortably, as large a number of visitors as any other first class Hotel in the city.

Situated on the most fashionable street in the city, within a minute's walk of the French Parish Church, contiguous to the various Banks, in sight of the beautiful Mountain, a short distance from the Victoria Bridge, the Champ-de-Mars and other prominent places of interest or business, this House is admitted, by all its patrons, to be the most desirable in Montreal.

The bed rooms (125 in number) are well ventilated and furnished, and carefully attended to: the drawing rooms are spacious and comfortable: the bath and wash rooms are convenient: the reading room is well supplied with the leading journals of Canada and the United States. The table is well supplied with the delicacies of the season, while the substantials are prominently set forth: the wines and liquors are of the best brands: the waiters are active, obliging and attentive.

Carriages, with careful and intelligent drivers, may be procured on application at the office.

Omnibuses and porters are in attendance at Railroad depots and Steamboat landings.

☞ Particular attention is directed to the fact that the proprietor of the Ottawa Hotel utterly discards the employment of RUNNERS, being satisfied to allow the success of his House to depend upon its own merits.

MEAL HOURS.

Breakfast from Seven to Nine o'clock.
Dinner from One to Three o'clock.
T a from Six te Nine o'clock.

ROOMS MAY BE SECURED BY TELEGRAPH.

S. BROWNING,

PROPRIETOR.

Montreal, June, 1859.

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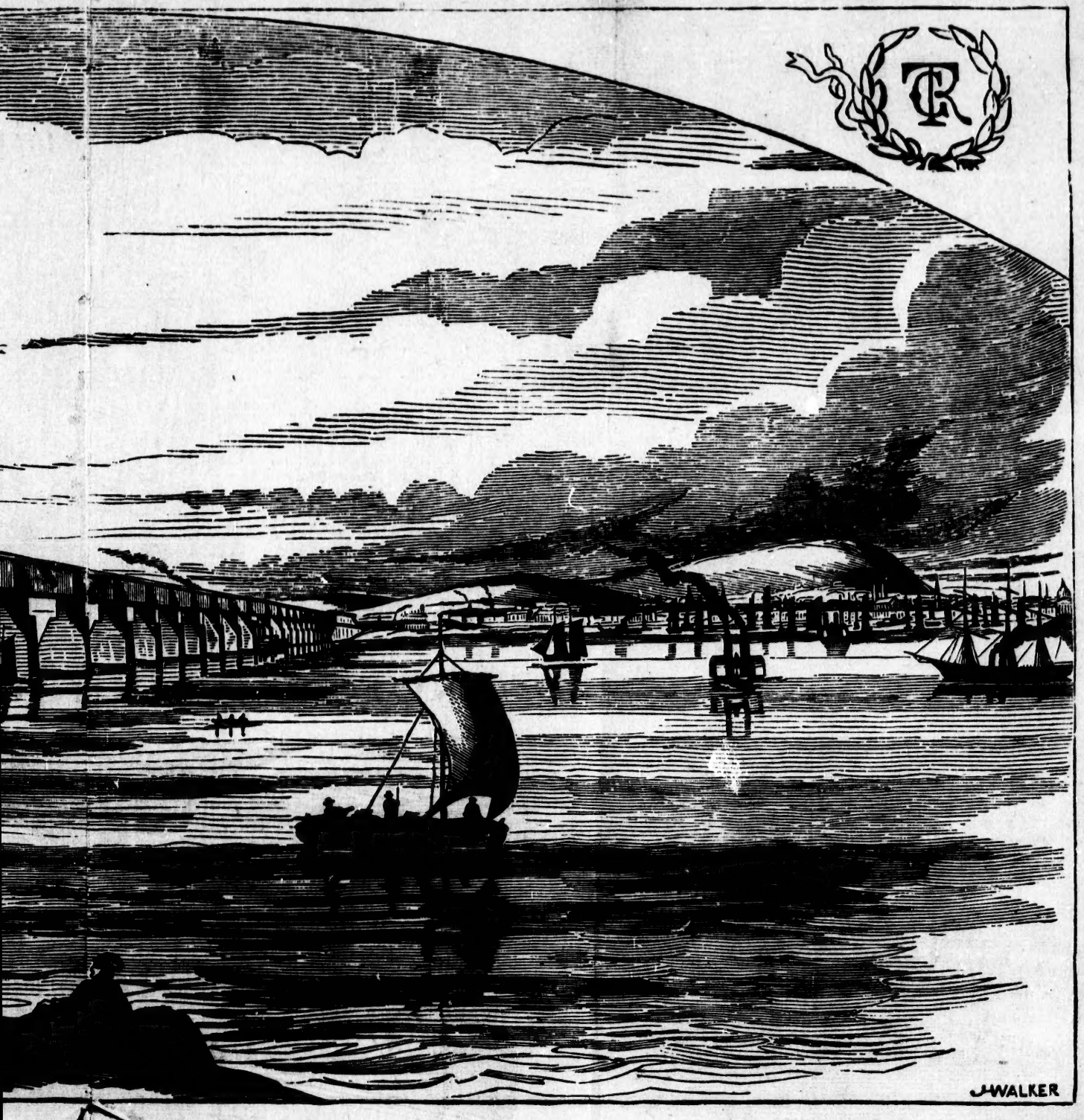
THE VICTORIA BRIDGE



BRIDGE AT MONTREAL.

CITY OF MONTREAL, FROM ST. HELENS ISLAND

CITY OF MONTREAL, FROM ST. HELENS ISLAND

INTRODUCTION.

Cities are the centres of commerce—the reservoirs of trade—they are types of the nation. Within their limits centralize almost all aspects of a people. In this utilitarian age, the glory of a nation is in the strength of her commercial progress; and co-equal with this must be the extending of her cities. To the traveller each district, town or city he visits presents an aspect peculiar to itself; and to attract the stranger, it is necessary that we should possess objects worthy of interest. It can be safely said that no city on this continent presents more objects of interest to the stranger, and none whose approaches are more varied and beautiful than the city of Montreal. From the moment the tourist leaves Niagara till he enters the precints of the city, one continued scene of beauty crowds upon his path. The "Thousand Islands," dotting the river like a string of emeralds of all shades and sizes—now running like a narrow band of green ribbon, then spreading into large plains covered with verdure; again they are small, rural and abrupt. The boat speeds along its course, gliding by some, and rushing with serpentine twist around others. Then there are the rapids—world-famed and ever wondrous. Whether the traveller approaches by the mouth of the St. Lawrence, or by way of the White Mountains, his mind is impressed by the grandeur of the scenery. Montreal is itself the largest city in British America, and it is therefore supposed that no person would forego the pleasure of a visit to that city, if his course is turned through Canada. A stranger here requires a "Guide," else he may wander about for days, and leave the city without having seen much to gratify him. This little work is issued with a view to assist strangers in their wanderings through the city. The descriptions are of course merely practical; a lofty style would be superfluous.

The American or English tourist will find it well worthy of preservation, not only as a book to refer to hereafter, but as a memento of his visit to the mercantile Emporium of British America—THE CITY OF MONTREAL.

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CITY OF MONTREAL.

THIS city, founded in 1642, is the largest in British North America, having a population of about 75,000. It is situated at the foot of the "Royal Mountain," from which it takes its name, upon a large island at the confluence of the Ottawa and St. Lawrence, which, both in fertility and cultivation, is considered the garden of Canada East. The main branch of the Ottawa, which is the timber highway to Quebec, passes north of Montreal island and enters the St. Lawrence about eighteen miles below the city; about one-third of its waters are, however, discharged into Lake St. Louis, and joining but not mingling at Caughnawaga, the two distinct bodies pass over the Sault St. Louis and the Lachine Rapids—the dark waters of the Ottawa washing the quays of Montreal, while the blue St. Lawrence occupies the other shore. Nor do they merge their distinctive character until they are several miles below Montreal. The quays of Montreal are unsurpassed by those of any city in America; built of solid limestone, and uniting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry, which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly wharehouses disfigure the river side. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

Montreal is not only the chief commercial city of British North America, but it is distinguished for its beautiful and spacious public buildings, its churches, educational and other buildings, its railway stations, its water power, and for its picturesque vicinitage. And there is every probability that from its central position and other advantages, it will be selected as the permanent seat of Government. The city is well supplied with pure water, and its streets are brilliantly lighted with gas. Go where you will you behold domes and spires, educational institutions and huge factories towering to the skies, all indications of the enterprise, industry and prosperity of its inhabitants. The handsome buildings and residences which now adorn the slope o the mountain, overlooking the St. Lawrence, are not indeed to be surpassed for elegance and beauty by structures of more pretensions in older countries.

The beautiful mountain which overlooks the city, consists of two distinct hills, between which, one of the leading avenues into it passes. There are roads also by which the circuit of either or both mountains can be made, and which, from the very beautiful scenery they present, are favorite drives with tourists or seekers of recreation. The base of the mountain is adorned with numerous splendid villas ; and the choicest orchards of the whole island, or indeed of Lower Canada, are those situated around it, the fruit being of the most delicious flavor and greatest luxuriance of yield. From the summit of the mountain, a magnificent panoramic view is presented.

With this brief sketch of Montreal, the reader is introduced to the principal buildings and objects of interest in and about the city :—

THE PARISH CHURCH, PLACE D'ARMES.

The Churches in the City.

ROMAN CATHOLIC.

THE PARISH CHURCH.—The corner stone of this magnificent edifice, which is built in the perpendicular Gothic style of the Middle Ages, was laid on the 3d September, 1824, and was opened for public worship in July, 1829. The length of the Church is 255 feet 6 inches, and its breadth 134 feet 6 inches. The height of the principal towers is 220 feet, and of the others 115 feet each. The great window at the high altar is 64 feet in height, by 32 feet in breadth. The total number of pews is 1,224, capable of seating between six and seven thousand persons. In the north east tower is a fine chime of bells, and in the

north west tower is placed the largest bell in America, cast expressly for this church and weighing 29,400 lbs. This tower is open to the public for a small fee; from the top a splendid view of the island of Montreal is presented. A collection of magnificent paintings, by the most celebrated artists, adorns this church.

ST. JAMES' CHURCH. — This beautiful building is erected upon the ruins of the one destroyed by the great fire of 1852, known as the Bishop's Church, which was of the Roman-Ionic order; but altered in form and extended in length, is now constructed after the most admired specimens of the early pointed style, chiefly drawn from existing examples of the thirteenth century. It is a fine example of what is sometimes called Christian architecture. The windows are of stained glass.

The RECOLLET CHURCH, west Notre Dame street, is a commodious stone building of ancient architecture, and the oldest church but one in Montreal. When church accommodation was very limited, nearly a century ago, divine service was held in this building on Sundays alternately by the various denominations of Christian residents in Montreal. It will seat about 2,000 persons.

ST. ANN'S CHURCH, Griffintown, is a large and commodious stone building, capable of seating over 3,000 persons; it is in the Gothic syle of architecture, and is the most striking edifice in the quarter of the city in which it is situated.

The BONSECOURS CHURCH, St. Paul street, (the first erected in this city) contains a fine organ, and will accommodate about 2000 persons.

ST. PETER'S CHURCH.—This is a very handsome edifice, situated on Visitation street, and built of cut stone, in the style of the 13th century, resembling the Bishop's or St. James' Church. It will accommodate about three thousand persons.

The new Cathedral, together with the Bishop's residence, about to be erected in St Antoine suburbs, will be a *fac simile* of St. Peter's Church, Rome, and will not be surpassed in grandeur on this continent. The buildings at present occupying this site, being the old French Burying Ground, are well worth visiting.

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ST. PATRICK'S CHURCH ALEXANDER STREET.

ST. PATRICK'S CHURCH.—This large and commanding edifice is built in the Gothic style of the 15th century. It stands upon an elevated site, on Alexander street, fronting Lagauchetière street, and is one of the most striking objects visible on approaching the city. The extreme length is 240 feet, the breadth 90 feet, and the height of spire 225 feet. The interior is comfortably fitted up, having room to seat about 5,000 persons. (See engraving on preceding page.)

NUNNERIES, &c.

The GREY NUNNERY, designed for the care of foundlings and the infirm, is situated on Foundling street, near the St. Ann's market.

The HOTEL DIEU NUNNERY, on St. Joseph and St. Paul streets, is designed for sick and diseased persons.

The BLACK NUNNERY, Notre Dame street, is an admirable institution, in which all the branches of a general education, needle-work, embroidery, &c. are taught.

The BON PASTEUR NUNNERY, situated on Sherbrooke street, and L'ASYLE DE LA PROVIDENCE, St. Catherine street, are devoted to the care of aged and infirm persons.

There are several other Nunneries, in different parts of the city, devoted to various offices of Christian charity, to all of which Chapels are attached.

The *Seminary of St. Sulpice*, situated in Notre Dame street, is one of the most ancient buildings in the city. There is a public clock in the front of the building equally celebrated for its antiquity.

The MARIA VILLA CONVENT is situated about three miles from Montreal, (Monklands) and was formerly the residence of the Governor General. There is also a very handsome Church adjacent to this Nunnery.

COLLEGES.

THE THEOLOGICAL COLLEGE.—This building is erected on the ground of the Seminary of St. Sulpice—commonly called the Priest's Farm—abutting on the line of Sherbrooke street, (from whence a good view of the building can be obtained,) is an extensive and imposing structure, in the

Italian style of architecture. The plan forms three sides of a quadrangle, with the wings advancing. The eastern wing contains a chapel 100 feet by 40 feet, with a library over, and is embellished in the Corinthian style. The western wing contains the kitchen and refectory. The whole is traversed by curtains, wide and lofty corridors, and spacious and elegant stair-cases, giving easy access to all portions of the building. It is probable that this is the most substantial building ever erected in Canada, built from a quarry of compact building stone of Basaltic character.

Protestant Churches, Colleges, &c.

CHURCH OF ENGLAND.

CHRIST CHURCH CATHEDRAL.—The foundation stone of this important and graceful structure was laid by the (Anglican) Bishop of Montreal, on the 21st of May 1857. Its site is at the junction of Union Avenue and St. Catherine street. The plan of the Church is cruciform, and of the early decorated style of architecture. Care has been taken by judiciously disposing the masses of the building to secure a fine outline, as well as a complete ecclesiastical architectural effect. The tower and spire will be placed at the intersection of the four arms of the cross, with vestry attached, yet separate. It will be built of Caen stone, and Montreal limestone, the latter being obtained from the neighboring quarries, and the former from Normandy. The following are the dimensions of the building :—

Length, (inside).....	187 feet.
Width of nave.....	70 "
Transept including Tower.....	99 "
Height of Tower and Spire.....	224 "

The upper stage of the tower will contain a peal of bells, and immediately above the corbel-table the clocks will be placed. This fine building, it is believed, will be unsurpassed on the continent in correctness and beauty of design and elegance and completeness of detail.

St. George's Church.—This is a very neat building, erected in the style of the 13th century, at a cost of about £3,000. The interior is fitted up in a chaste and elegant manner, and has an excellent organ. The size is 150 in length by 56 feet in width, and it will seat about 1,500 persons. It is situated in St. Joseph street. The Rev. W. T. Leach, D. C. L., and the Rev. Wm. Bond, are the officiating clergymen here.

St. Stephen's Church, Dalhousie street, Griffintown, is designed in the same style as St. George's, but with somewhat less pretensions The interior is arranged in a neat and comfortable manner, and a part of the seats are free. The ground plan is 100 feet by 55 feet, and it will seat over 1,200 persons. The Rev. Jacob Ellegood is the officiating clergyman.

Trinity Church, on St. Paul street, is a neat building erected at the expense of the late Major Christie; the size is 75 by 44 feet, and will accommodate about 800 persons. Rev. A. D. Campbell is the Incumbent.

St. Thomas Church, on St. Mary street, is a neat brick building erected at the sole expense of Thos. Molson Esq. It is comfortably fitted up, and will seat over 500 persons. In the north east tower is a superior chime of bells; in the north west tower is a service bell; and in the front is an illuminated clock. The Rev. Mr. Stone is the Minister.

St. Luke's Church, north Dorchester street, is a neat edifice, in the style of the 13th century. It was erected immediately after the great conflagration in 1852, at a cost of about £3000. Rev. Mr. Tait is the Minister.

St. John's Chapel, in which the congregation of the late Christ Church Cathedral worship, is situated in Gosford street, and is a very handsome building in the Grecian style, affording accommodation for about 900 persons.

There is also a small church at Hochelaga, (the original site upon which the city of Montreal was founded) the services of which are conducted by the Rev. Mr. Rogers, Military Chaplain; and a temporary building at Point St. Charles for the accommodation of workmen at the Victoria Bridge and Grand Trunk Railway, supplied by ministers from different churches alternately.

ST. ANDREW'S CHURCH, BEAVER HALL.

CHURCH OF SCOTLAND.

ST. ANDREW'S CHURCH, Beaver Hall, is a beautiful specimen of the Gothic style of architecture and an ornament to the city. It is enclosed on three sides with a railing of cast and wrought iron, on a cut stone plinth, having entrance gates on the different points. The railing is divided into compartments by massive stone pillars, which, together with the plinth, is of a design corresponding in style with the church. Its dimensions are 90 by 65 feet; the interior is well arranged and handsomely fitted up, and the church will accommodate about 1000 persons. Rev. A. Mathieson, D. D., is the Minister.—(See engraving.)

ST. PAUL'S CHURCH, on St. Helen street, is also in the Gothic style of architecture, and is a handsome edifice which will accomodate about 800 persons. The interior is neatly fitted up in the Grecian style, Rev. Mr. Snodgrass, Minister.

THE PRESBYTERIAN CHURCH OF CANADA, on Coté street, is a neat and comfortably fitted up edifice, seating about 800 persons. Rev. D. Fraser, A. M, Minister.

THE SCOTCH KIRK, on St. Gabriel street, is a plain stone building which will seat about 800 persons. Rev. Mr. Kemp is the Minister.

THE AMERICAN PRESBYTERIAN CHURCH, a neat cut stone building, comfortably fitted up, is situated at the west end of Great St. James street; it has an excellent organ and a good choir, and will seat over 1000 persons.

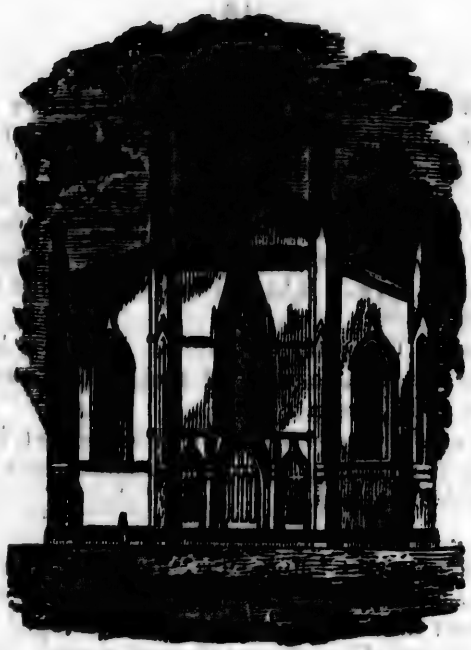
UNITED PRESBYTERIAN CHURCH, Lagauchetiere street. —This Church was founded in 1833, under the ministry of the present pàstor, the Rev. William Taylor; D. D. It was re-built and enlarged in 1847. It is in connexion with the Canadian Branch of the United Presbyterian Church in Scotland, and professes to hold the distinctive principles of that body.

BAPTIST.

THE BAPTIST Church, St. Helen street, is a neat cut stone building, which will seat about 500 persons.

CONGREGATIONAL.

ZION CHURCH, Radegonde street, of which the Rev. H. Wilkes, D. D., is Minister, is a neat building in the Doric style, which will seat over 1000 persons.



WESLEYAN CHAPEL, ST. JAMES STREET.

ST. JOHN'S CHAPEL, CONFORD STREET.

WESLEYAN.

The Wesleyan Church, Great St. James street, is an elegant building, in the Florid Gothic style of the 14th century, and is one of the great ornaments to the city. Its size is 111 by 73 feet, and it will seat about 2500 persons. The arrangement of the interior is unique and beautiful, the pulpit especially, being a fine specimen of the carved Gothic style. The building was erected at a cost of about £12,500.

St. Ann's Chapel, Griffintown, is also a handsome building in the Gothic style of architecture, which will seat about 1500 persons.

St. Mary's Chapel, Lagauchetière street, is a neat building in the Grecian style of architecture, which will seat about 500 persons.

UNITARIAN.

The Unitarian Church, situated at Beaver Hall, being found too small for the increasing congregation, was taken down a short time since, and a new and enlarged building is now in course of erection on the same site. The style of architecture adopted is theByzantine, plain but effective in character. The tower will be about 17 feet square, and about 120 feet high. A broad flight of steps at the base of the tower (east front) will afford the main entrance to the Church. Over the west end entrance will be a large rose window, and in the chancel, a window of a highly decorative character, both of which will be filled with stained glass. Accommodation will be afforded for about 750 persons. Rev. John Cordner, Minister.

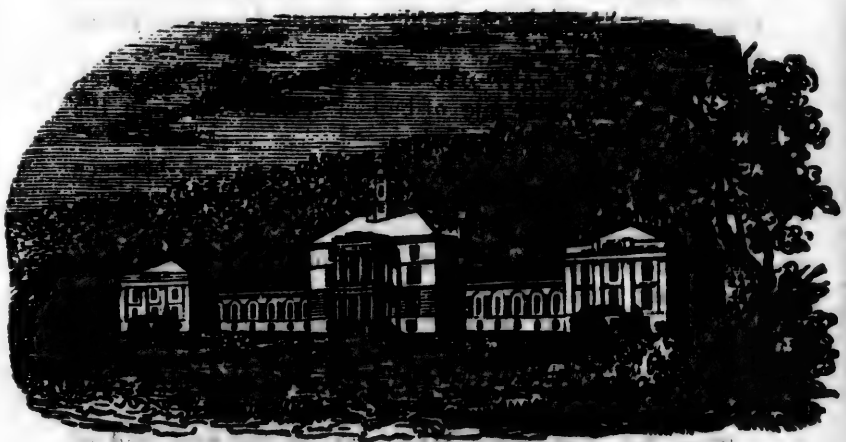
SYNAGOGUE.

The Jewish Synagogue, Chenneville street, is a neat cut stone building, the interior being beautifully fitted up in the Egyptian style. Rev. A. De Sola, Minister.

The Place d'Armes is a handsome square opposite the Roman Catholic Parish Church. It is surrounded by a neat iron railing and tastefully laid out and planted with shade trees, having a handsome fountain in the centre.

The Champ de Mars is a favorite promenade for citizens and strangers, being the general parade and review grounds of the military.

UNITED PRESBYTERIAN CHURCH, LAGAUCHETIERE STREET.



McGILL COLLEGE, NEAR THE MOUNTAIN.

M'GILL COLLEGE, is beautifully situated at the base of the mountain. This establishment owes its origin to the liberality of the late Hon. James McGill, who bequeathed the estate of Burnside and £10,000 for its endowment. Its School of Medicine bears a high reputation, and the other departments are also in a rapidly progressive state of improvement. Its class rooms are in Burnside Hall, corner of University and Dorchester streets, where is also the High School attached to the University. The McGill Provincial Normal School is also under the superintendence of the authorities of this University.

THE MOLSON'S COLLEGE AND SCHOOLS.—These buildings, now in course of erection, are situated on the bank of the St. Lawrence in rear of St. Thomas' Church, Quebec Suburbs. They will be built of brick, four stories high, with four towers. Their frontage will be 230 feet, by forty feet in depth. This institution is to be devoted to the education of the poorer classes, and for the preparation of young men desirous of studying for the ministry in connection with the Countess of Huntingdon's denomination, the St. Thomas' Church now being occupied by that body.

THE NORMAL SCHOOL, Belmont street, Beaver Hall, is a beautiful stone buiding in the Tudor style of architecture.

The HIGH SCHOOL, on Dorchester street, above Beaver Hall, is a splendid brick building, in the Grecian style of architecture.

THE ROMAN CATHOLIC COLLEGE on College street, is a plain substantial pile of buildings, well suited to the purposes for which it was designed.

ST. MARY'S (Jesuit) COLLEGE, is situated between Bleury and Alexander streets; it is a large and handsome pile of stone building.

THE GENERAL HOSPITAL, on Dorchester street is an elegant and commodious cut stone building, which forms a prominent object as the city is approached from the south or east. The management of the institution is admirable, and it has been the means of an immense amount of benefit to the poor of the city.

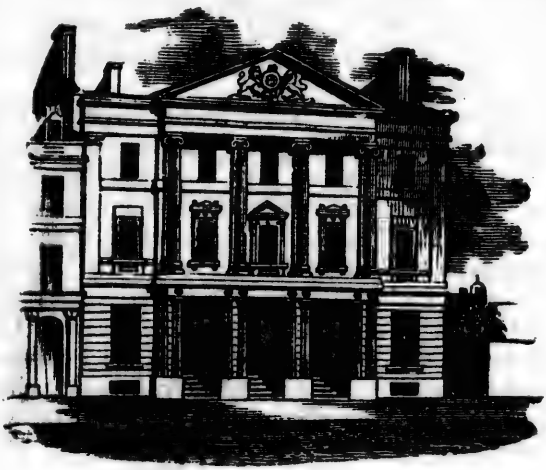
THE ST. PATRICK'S HOSPITAL, at the west end of Dorchester street, is a fine stone building in a commanding

situation. It was erected for a Baptist College at a cost of over £7000, but was purchased from the Trustees for the purpose of an Hospital, to which it is now devoted.

The Public Buildings.

THE MECHANIC'S INSTITUTE.—This handsome structure occupies the corner of Great St. James and St. Peter streets, having a frontage of 64 feet on the former and 84 feet on the latter. It is designed in the Italian style, and forms one of the greatest architectural ornaments of Montreal. The ground floor forms two large and handsome shops, and the next story contains a corridor 55 feet long by 10 feet wide, with a Reading room 40 by 24 feet 6 inches, a Library 21 by 25 feet, a President's room, a Committee room, and three Class rooms. From the second story three stair cases lead to the third story, which forms one magnificent room of 80 by 60 feet, with a height of 18 feet.

The BANK OF BRITISH NORTH AMERICA, Great St. James street, is a fine cut stone building, in the Composite style of architecture, shewn in the following engraving:—



CITY BANK, PLACE D'ARMES.

The CITY BANK, Place d'Armes, a handsome cut stone building in the Grecian style of architecture, is well represented in the above engraving.

The POST OFFICE.—This very handsome building is situated on the corner of Great St. James and St. François Xavier streets, in the very centre of the city. The Great St. James street front is fifty-four feet, that on St. François Xavier street one hundred feet; height fifty-seven feet. It is built in the Italian style of architecture, having three stories and an attic, all of which are heated by means of hot-air apparatus placed in the basement story. The great hall is seventy feet long, fifty feet wide, and sixteen feet high, with a fine pannelled ceiling supported on six hollow iron pillars, which are used for conveying the heated air to the upper stories.

The COURT HOUSE, on Notre Dame street, is a splendid pile of cut stone buildings in the Grecian Ionic style. The ground plan is 300 by 125 feet, and the height is 76 feet. The order of architecture followed being the same as that of the Temple of Illisus, which is one of the finest specimens of Grecian art. The building, besides the large fire-proof vaults, contains five Court Rooms for the Appeal, Circuit, Criminal, Police, and Superior Courts. It also contains the offices of the Sheriff and Prothonotary and the Advocates Room and Library, togetherwith the necessary offices for the officers connected with the various Courts of Law.

The COMMERCIAL BANK, Great St. James street, is neat cut stone building in the Grecian Doric style.

LA BANQUE DU PEUPLE, is a fine cut stone building, on Great St. James street.

The BONSECOURS MARKET, on St. Paul and Water streets, is a magnificent pile of buildings in the Grecian Doric style of architecture, which has been erected at a cost of about $400,000, and is equal if not superior, to any thing of the kind in America. The offices of the Corporation, and principal Police Station are here, and the large hall in the east wing, which is let out occasionally for assemblies, concerts, &c., will seat nearly 4000 persons.

The MERCANTILE LIBRARY ASSOCIATION occupy at present, the fine cut stone building in Great St. James street, known as the Odd Fellows Hall, containing Reading and Lecture rooms, a public hall, a debating hall, class rooms, a chess room, &c. It is contemplated by the Association to erect a building which will reflect credit alike upon the city and themselves.

The BONAVENTURE HALL.—This building is situated at the south-east side of Commissioners Square, and being a peculiar combination of brick and cut stone, arrests the attention of most persons, and commands the admiration of all connoisseurs of architectural beauty. It has a frontage of 60 feet on the west side, 90 feet on the south-east side, and 60 feet on Bonaventure street, making a total frontage of 210 feet, with nine different entrances. It is 80 feet high, consisting of five stories, having a chaste iron railing round the roof, from which a magnificent view is presented of the whole city and surrounding country. On the roof, facing the north-east, is a very handsome illuminated clock—the first in Canada—the public benefit of which is duly appreciated by the community. The first story is occupied as a Grocery, by Mr. Thomas, (lessee of the building) and is fitted up in a style of elegance, not to be surpassed in America, nor even in older countries. The second story is occupied as offices, of various descriptions, the third and fourth stories form a magnificent hall for assemblies, concerts, &c. seating about six hundred persons. The fifth story is occupied by the Masonic Grand Lodge of Canada. Cost of building, about $50,000.

The BANK OF MONTREAL, Place d'Armes, is an elegant cut stone building of the Corinthian order.

THE MERCHANT'S EXCHANGE.—This fine building is situated on St. Sacramet street, (one of the narrowest streets in the city,) and is consequently seen to great disadvantage. The premises cover an area of about half an acre, which comprises an open court for the meeting of merchants on 'change, and the building contains a reading room, a meeting room, and several offices, which are occupied by the Board of Trade and other public bodies of a commercial character. The style of architecture is the modern Italian, and the arrangement of the building throughout is such as to reflect the greatest credit on its projectors.

The ST. ANN'S MARKET, on Foundling street, is a neat brick building, well adapted for the purpose for which it was designed. It was built at a cost of about $12,000.

THE PROTESTANT ORPHAN ASYLUM, situated in St. Catherine street, is a well conducted charity, sustained by the benevolence of private individuals.

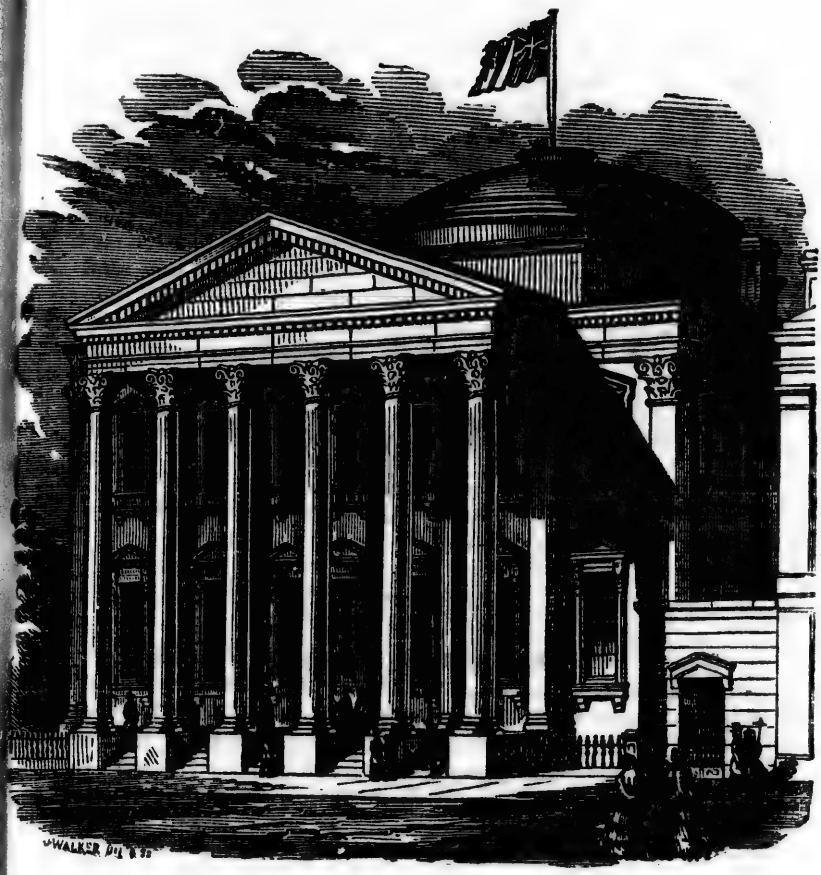
THE LADIES BENEVOLENT INSTITUTION for the relief of widows and half orphans, is a large three story building in Berthelet street, managed by a committee of Ladies.

NELSON'S MONUMENT in Jacques Cartier Square is invariably visited by all strangers, and never fails to excite the deepest interest.

THE THEATRE ROYAL, Cote street, is a neat brick building, handsomely fitted up, and will accommodate about 1500 persons.

THE JAIL, at the east end of St. Mary street, is a substantial pile of stone buildings, surrounded by a wall; the erection of which cost over $120,000.

The remaining public buildings worthy of notice are:—The old Government House, Notre Dame street, now occupied as the Normal School; The Barracks, Water street; The Custom House, St. Paul street; The Odd Fellow's Hall, Great St. James street; The Bon Pasteur Nunnery, Sherbrooke street; The National School Bonsecours street; British Canadian School, Lagauchtiere street; the Christian Schools, Vitre street.



BANK OF MONTREAL, PLACE D'ARMES.

Public Works.

THE VICTORIA BRIDGE.

It is understood that this stupendous undertaking will be completed in the fall of 1859 or early in the year 1860. The cost of this gigantic structure was originally estimated at £1,450,000, but this sum has since been reduced, and the present calculation of its probable cost is about £1,250,000. It is supposed that in its erection 250,000 tons of stone and 7,500 tons of iron have been used. The iron superstructure is supported on 24 piers and two abutments. The centre span being 330 feet; there are 12 spans on each side of the centre, 242 feet each. The length of the abutments is 242 feet each. The extreme length including abutments is 7000 feet. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry will be three millions of cubic feet. The weight of iron in the tubes is 8000 tons. The following are the dimensions of tube through which the trains pass in the middle span, viz: 22 feet high, 16 feet wide; at the extreme ends 19 feet high, 16 feet wide. The total length from river bank to river bank will be 10,284 feet, or about 50 yards less than two English miles.

THE WATER WORKS.

The water is taken by an AQUEDUCT from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about thirty-seven feet above Montreal harbour. It is conducted for a distance of five miles through an open canal, (forty feet wide on the water surface, and eight feet deep at the lowest stage of the river) to the river St. Pierre, at the outskirts of the city. Here at the termination of the aqueduct, a capacious basin is formed in order to give surface area sufficient to prevent the head being suddenly drawn down by the large quantity of water required to start the wheels. The aqueduct intersects three streams, which are carried under it by syphon culverts and is crossed by twelve bridges. More than half of the aqueduct is through cutting from 10 to 23 feet in depth, one and a quarter miles of which are through solid rock, seven to fourteen feet thick, the width of the cut being thirty four feet. At the termination of the aqueduct is the wheel house two iron water wheels, twenty feet diameter and twenty feet

BONSECOURS MARKET AND CITY HALL, ST. PAUL STREET.

broad are erected, the bottoms of which are placed twenty-two feet above Montreal harbor, in order to escape the back water caused by the winter rise of the St. Lawrence. The water is admitted and discharged from the wheel house through submerged archways, under covered frost proof passages, extending above and below the building. About a hundred feet from the Wheel House the pumping main branches into two lines, each twety-four inches diameter, which are continued under he Grand Trunk Railway, the River St. Pierre, and the Lachine Canal, (which latter is passed by a culvert, at a level of twenty feet below the surface,) and shortly after ascends within six feet of the natural surface, where the two mains are connected again, and a single one only is continued to the Reservoir, at the base of the mountain. They are excavated out of the solid rock, and have a water surface of about ninety thousand square feet, two hundred and five feet above Montreal harbor, with a depth of 25 feet, containing about fifteen millions of gallons. They can be filled by the two wheels in seventy-five hours pumping, the wheels also providing the consumption of the city during that period. These works were commenced in June, 1853, the first water was pumped into the Reservoirs September 11th, 1856. Cost of the Works, including land purchases, machinery, reservoirs, interest, discount, &c, $1,500,000.

The Lachine Canal is among the public works particularly worthy of note, and of which the city may well feel proud. The head of water on this canal has been rendered available for the creation of water power which has been applied most successfully to the movement of very extensive machinery over a large extent of ground. Among the works here, are foundries, engine and boiler works, a ship yard and marine works, saw mills, sash, blind and door factories, stave and barrel works, a flour mill, an oatmeal and corn mill, cotton mills, an edged tool factory, India rubber factory, a factory of wollens, a large rope and cordage factory, with other smaller establishments. These works, with those on the lower basin, are using a power daily equal to that of 3500 horses. They furnish employment to more than 2000 men, affording subsistence to 10,000 persons. Further on, at Cote St. Paul, there are several other large factories of various kinds, which are well worth while visiting.

COURT HOUSE, NOTRE DAME STREET.

COURT HOUSE, NOTRE DAME STREET.

MONTREAL TARIFF OF COACHES, CABS AND CALECHES.

TIME ALLOWED To go and back again, HALF AN HOUR.	COACHES, Or 4 wheeled Cabs or corresponding winter vehicles, drawn by 2 horses.		CABS. Two or four wheeled, or corresponding winter vehicles, drawn by 1 horse.		CALECHES.	
PLACES.	For 1 or 2 Persons.	For 3 or 4 Persons.	For 1 or 2 Persons.	For 3 or 4 Persons.	For 1 or 2 Persons.	For 3 or 4 Persons.
From any place to any other within the same division, and back again,	$0.25	$0.40	$0.12½	$0.20	$0.10	$0. 18
From any division to any place within the next division, and back again.	0.37½	0.50	0.25	0.37½	0.18	0.25
From 1st to 3rd division, or from 3d to 1st division and back again.	0 50	0.65	0.37½	0.50	0.25	0.37½

Rates per Hour.

Coaches or four wheeled Cabs, or corresponding winter vehicles, drawn by two horses, for the first hour, 5s. For each subsequent hour 3s. 9d., and *pro rata* for intermediate quarters of an hour.

Cabs, two or four wheeled, or corresponding winter vehicles, drawn by one horse. For one or two persons, for the first hour, 2s. 6d., and for each subsequent hour 2s. For three or four persons, for the first hour, 3s. 9d., and for each subsequent hour 2s. 6d., and *pro rata* for intermediate quarters of an hour.

Caleches, for one or two perons, for the first hour, 1s. 10½d., and for each subsequent hour, 1s. 6d. For each person over that number, 5d, extra, and *pro rata* for intermediate quarters of an hour.

Usual charge for two horse carriages to go round the mountain, (distance nine miles,) $4 for one or four persons.

Cab—$1.50 for two or three persons; four persons, $2.

Usual charge for two-horse carriages to visit MOUNT ROYAL CEMETERY, situated on the east side of the mountain, about two miles from the city, $2 for one or four persons—time allotted, two hours.

Cab—$1.50 for two or three persons—time allotted, two hours.

Divisions referred to in the foregoing Table.

First Division.—That portion between Prince street, St. Ann's Suburb, thence by a direct line to St. Antoine Bridge, thence along Craig and St. Lewis streets to Latroix street, and thence to the river.

Second Division.—That portion of the city bounded by the boundary of the above described first division and McCord street, Mountain street as far as its junction with Catherine street, thence in a straight line along Catherine street, to its junction with Papineau Road to the river.

Third Division.—That portion of the city beyond the last described division and within the city limits.

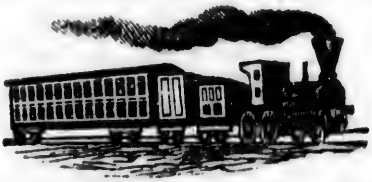
POST OFFICE, GREAT ST. JAMES STREET.

POST OFFICE, GREAT ST. JAMES STREET.

TABLE OF DISTANCES

BY THE

Grand Trunk and American Railroads.



MONTREAL TO NEW YORK.

Via Champlain & St. Lawrence, Vermont & Canada, Rutland and Burlington, Western Vermont and Troy & Boston, or Saratoga & Washington, Rensselaer & Saratoga, and Hudson River Railroads.

STATIONS.	Miles.	Aggregate Distance.
St. Lambert,.....	1	
St. John's,.....	20	21
Rouse's Point,.....	23	44
St. Alban's,.....	23	67
Burlington.....	30	97
Vergennes,.....	21	118
Middlebury,.....	13	131
Brandon,.....	16	147
Rutland,.....	17	164
Troy,.....	84	248
East Albany,.....	6	254
Hudson,.....	34	288
Poughkeepsie,.....	42	330
Peekskill,.....	32	362
New York,.....	41	403

Change Cars at Rouse's Point, Burlington, Rutland and Troy.

Grand Trunk Railroad.

MAIN LINE.

Montreal to	Miles.	Montreal to	Miles.
Longueuil,	3	Northumberland,	183
St. Hilaire,	17	Gorham,	201
St. Hyacinthe,	30	Shelburne	207
Upton,	43	Bethel,	222
Acton,	49	Bryant's Pond,	230
Richmond,	72	South Paris,	244
Sherbrooke,	96	Oxford,	251
Lennoxville,	99	Mechanic Falls,	256
Waterville,	106	Danville Junction,	264
Compton,	110	New Gloucester	270
Coaticook,	118	Yarmouth Junction	280
Island Pond,	143	Yarmouth,	281
North Stratford,	158	Portland	292

BROCKVILLE SECTION.

Montreal to		Montreal to	
Blue Bonnets,	5	Dickinson's Landing,	77
Pointe Claire,	15	Aultsville,	84
St. Anne's,	21	Williamsburg,	92
Vaudreuil,	24	Matilda,	99
Cedars, (road to)	29	Edwardsburg,	105
Coteau Landing,	37	Prescott Junction,	112
River Beaudette,	44	Prescott,	113
Lancaster,	54	Maitland,	120
Cornwall,	68	Brockville	125
Moulinette,	73	Lyn,	129
Mallorytown,	137	Cobourg,	263
Lansdown,	146	Port Hope,	271
Gananoque	155	Port Britain,	274
Kingston Mills,	169	Newtonville,	280
Kingston,	173	Newcastle,	286
Collin's Bay,	180	Bowmanville,	290
Ernestown,	188	Oshawa,	300
Napanee,	199	Port Whitby,	304
Tyondonaga,	209	Duffin's Creek,	310
Shannonville,	213	Frenchman's Bay,	312
Belleville,	220	Port Union,	316
Trenton,	232	Scarboro,	320
Brighton,	242	York,	327
Colborne,	249	Toronto,	333
Grafton,	256		

QUEBEC DISTRICT

Montreal to	Miles.	Montreal to	Miles.
Longueuil,	3	Becancour	127
Richmond,	72	Methots Mills,	139
Danville,	84	Black River,	148
Warwick,	96	Craig's Road,	153
Arthabaska,	104	Chaudiere,	159
Stanfold,	113	Point Levi,	168
Somerset,	119		

Boston Route.

Montreal to		Montreal to	
Rouse's *P*oint,	44	Fitchburg,	282
Burlington,	98	Groton Junction,	297
Rutland,	165	Worcester,	308
Bellows Falls,	218	Lowell	314
Keene,	240	Boston	333

New York Route.

Montreal to		Montreal to	
Troy,	248	New York,	406
Albany,	254		

Connecticut Valley Route.

Montreal to		Montreal to	
Brattleboro,	242	Hartford,	341
Norrthampton,	292	New Haven,	377
Springfield,	315		

Western Route.

Montreal to		Montreal to	
Schenectady,	248	Detroit,	759
Buffalo,	529	Ypsilanti,	789
Suspension *B*ridge,	530	Ann Arbor,	796
St. Catherines,	541	Jackson	834
Hamilton,	573	Albion,	854
Dundas,	578	Marshall,	866
Galt,	604	*B*attle *C*reek,	879
*P*reston,	608	Kalamazoo,	902
*P*aris,	602	Niles,	950
Woodstock,	621	New *B*uffalo,	977
Ingersoll,	630	Michigan City,	987
London,	649	Calumet,	1028
Chatham,	713	*C*hicago,	1041

Route via Lake Shore Railroad.

Montreal to	Miles.	Montreal to	Miles.
Cleveland,	712	Cincinnati,	967
Pittsburg,	851	Louisville,	1104
Columbus,	857		

Chicago Route (West.)

Montreal to		Montreal to	
Toledo,	824	Galena	1235
Chicago,	1064	Rock Island,	1246
Milwaukie,	1149	Alton,	1323
Lasalle,	1179	St. Louis,	1345
Peoria,	1225	St. Paul,	1609

Montreal & New York, and Plattsburg and Montreal Railroads.

Montreal to		Montreal to	
Lachine,	8	Hemmingford,	36
Cauchnawaga	10	Moore's Junction,	42
St. Isidore,	15	Sciota,	47
St Remi,	21	West Chazy	52
Lapigeonlere,	25	Beekmantown,	57
Sherrington,	30	Plattsburg,	62
Johnson's	32		

RAILROAD AND STEAMBOAT OFFICES.

Champlain and St. Lawrence Railroad, 67 Commissioner street.

North and South Through Lines, Rutland and Burlington Railroad, and Lake Champlain and Lake George Steamers' Offices, No. 10 Place d'Armes.

Vermont and Canada Railroad, 66 Commissioner street.

Plattsburg and Montreal Railroad, at Depot, Bonaventure street.

Grand Trunk Railway Office, for Quebec, Portland, and Brockville, No. 11 Great St. James street.

American Line, or river St. Lawrence and Lake Ontario Steamboat Company's Office, No. 24 McGill street.

Upper Canada Line of Steamers' 40 McGill Street.

Ottawa City Steamboat has no office. Passengers go via Lachine Railroad, Bonaventure street.

Quebec Steamboat Office, 66 Commissioner Street.

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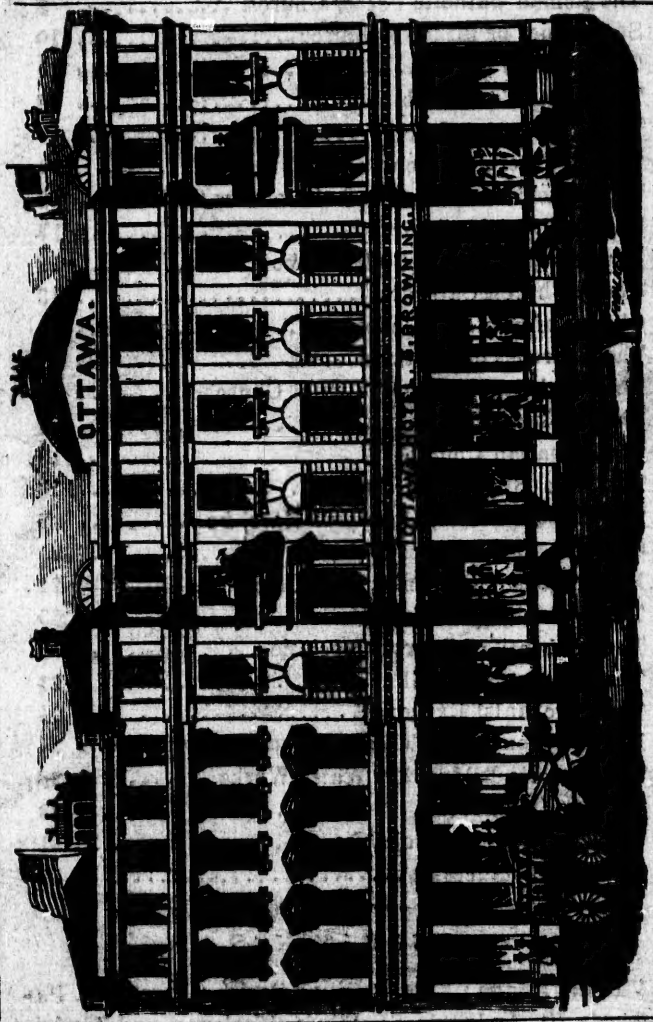
ENGRAVINGS.

Victoria Bridge ; View of City ; Parish Church; St. Patrick's, St. Andrew's, St. John's, Wesleyan and Presbyterian Churches; McGill College; British Bank ; City Bank ; Bank of Montreal . City Hall ; Court House ; Post Office ; Ottawa Hotel, (outside cover.)

THE OTTAWA HOTEL,

Great St. James Street, Montreal.

☞ This first-class House is situated on one of the finest streets in the very centre of the city, contiguous to all the Banks, and within a short distance of the Military Parade Ground and other places of public interest.



The proprietor discards the employment of "runners," and pledges himself to spare neither pains nor expense, to maintain the wide-spread reputation his house has enjoyed for so many years.

☞ Carriages and Porters are in constant attendance at the various Railroad Depots and Steamboat landings.